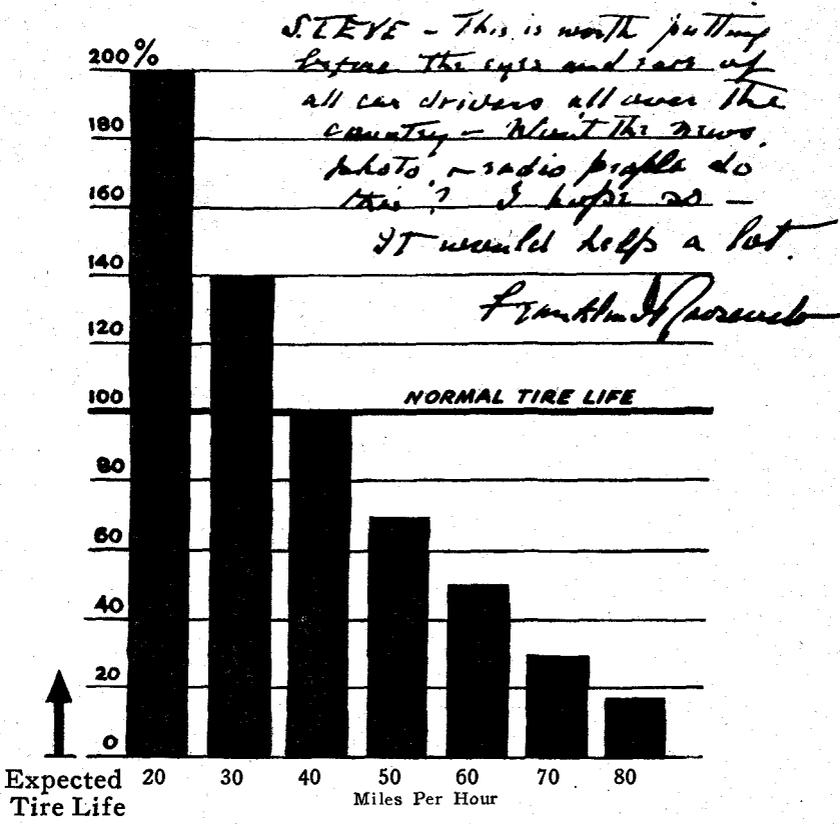




# Farm Trucks, Cars, and Tires

A WARTIME EMERGENCY HANDBOOK FOR  
COMMUNITY AND NEIGHBORHOOD LEADERS

## TIRE WEAR VS. CAR SPEED



Reproduction from the interim report of tires and treads prepared by the Society of Automotive Engineers board. Note the President's message to Secretary Early asking that wide publicity be given the chart. On this basis the President recommended a speed limit of 40 mph. Since this was issued the Barruch rubber committee has recommended a further reduction to 35 mph, which has been made effective in all states.



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## SUGGESTIONS FOR ACTION BY NEIGHBORHOOD LEADERS

This nation is engaged in a world-wide conflict the outcome of which depends upon production. However, production is neither possible nor effective without transportation.

### THE SITUATION

The national transportation system is carrying the greatest load in history with the volume still rising. Transportation facilities in effect are being pooled—seagoing, inland water, rail, and motor truck including farmer-owned vehicles. Each type and unit *must* be used with but one objective, the successful prosecution of the war.

Rail transportation rapidly is approaching maximum capacity. As the war develops and extends, it is inevitable that the railroads will be devoted more to long haul services and relatively less to local and less-than-carload movements, thus putting additional pressure on motor carriers.

Few products go into ultimate use without having been transported at some point by motor trucks. The war can not be prosecuted successfully without maintenance of a very substantial portion of all trucks including those on farms.

Of the 4,890,000 motor trucks in the United States nearly one-third are owned and operated by farmers. Especially is the food supply of the military and civilian populations dependent upon maintenance of truck transportation on, from, and to this nation's farms. Of this total, 700,000 trucks were bought in 1941, but there were scrapped the same year from wrecks, obsolescence, wear, and neglect *600,000 units! No more trucks are being made for civilian use for the duration.* There simply is not the material to provide for their manufacture, without drawing upon supplies needed for military equipment. In mid-July 1942 there were available for civilian distribution 20,000 pick-ups and but 52,000 units of 1- to 1½-ton rated capacities; nothing heavier available. Here is the supply of new trucks for all civilian uses for the duration, in contrast to 600,000 replacements last year alone. Likewise, the manufacture of passenger cars has been stopped for the war period, and those in stock are being rationed.

*The present farm truck and car must do the work, and probably for the duration.*

No longer is it safe to assume the immediate availability of needed parts. It may be necessary to wait days or even weeks. In instances parts must be made up or improvised and worn parts re-conditioned in local shops.

To meet the needs of the fighting forces for men to service and repair motor equipment, a great many automobile mechanics have been drawn from rural communities with a resulting shortage of such skilled labor. It may be necessary to "wait your turn" when repair service is most badly needed.

The United States has used more than half of the world's rubber production. Areas producing 90 per cent of that total output are occupied by the Japanese. Another 7 per cent is under blockade. Only 3 per cent is available to the Allied Nations. War found the United States with less than a year's supply of crude rubber on hand, the only considerable such stock pile among the Allied Nations. This supply must last the United States and its allies, supplemented by:

- a. Development of additional production in the areas producing the 3 per cent now available.
- b. Intensive collection of scrap rubber, the supply of which is limited.
- c. Synthetic rubber, the production of which in this country is starting almost from scratch.

Even military tires carry reworked rubber, and high speed tanks are delivered without rubber cushioned treads. Expansion of synthetic rubber production capacity requires steel, copper, and many other critical materials so desperately needed for placing guns into the hands of fighting men.

*The principal supply of tires for motor trucks and cars in civilian use is on wheels today.*

#### **WHAT NEIGHBORHOOD LEADERS CAN DO TO HELP**

1. Know the facts. This handbook will help.
2. Start at home, now, with a truck, car, and tire program geared to the war need.
3. Advise the neighbors and develop with them plans for using trucks and cars in such ways as to contribute most to the war effort.
4. Organize the neighborhood now so that no partly loaded truck or car goes to town.

#### **WHAT THE FARM FAMILY CAN DO TO HELP**

1. Combine loads to market or shipping points so trucks and cars may move fully loaded. (See note below.)
2. Arrange purchases of feed and other supplies to make possible delivery to the neighborhood by full truck loads.
3. Take turns with the neighbors in supplying the truck or car for hauling to or from market and trading center.

4. Use milk truck and other scheduled services instead of making one's own delivery. Cooperate by taking cans to the public road, that such services may be available for the war period.

5. Use horses so far as possible; rig up trailers for passenger cars, trucks, or tractors.

6. Prolong the life and use of trucks and cars:

1. Hold down speed, the greatest enemy of truck and car life. Tires driven at 35 miles an hour will roll 40 per cent farther than if driven at 45.

2. Haul full loads as determined by the tires but no overloads. Overloading reduces tire life sharply.

3. Inspect frequently and repair; order parts early.

4. Lubricate according to manufacturer's chart.

5. Know tire load capacity and needed inflation pressures. Inflate every week. An under-inflated tire gives up in middle life.

6. Equalize wear by shifting tires every 3,000 miles.

7. Keep front wheels aligned and brakes evenly adjusted.

8. Keep dual tires matched.

9. Check tires for cuts and bruises and give prompt attention.

10. Recap tires when they still have  $\frac{1}{8}$  inch of tread rubber.

**Note:** A farmer operating his own truck may haul for another farmer or orchardist for nominal consideration any agricultural commodities or products, or livestock, that have been raised or produced on land that is situated *west* of the summit of the Cascade Mountains in Oregon within a radius of *5 miles* of the farm or orchard of the farmer furnishing such transportation service; or on land that is situated *east* of the summit of the Cascade Mountains in Oregon, within a radius of *10 miles* of the farm or orchard of the farmer furnishing such transport service; and he may also haul for nominal consideration supplies to another farmer or orchardist within the same radius west and east of the summit of the Cascade Mountains, the supplies being such as are used or consumed on the farm.

**"We find the existing situation to be so dangerous that unless corrective measures are taken immediately this country will face both a military and civilian collapse."**—The President's "Rubber Committee," referring to the rubber supply situation by its report of September 10, 1942.

On the broader phases of the farm transportation problem, including relations with and services of regulatory and other agencies, consult the County Farm Transportation Committee.